



LYNX SYSTEM UPDATE

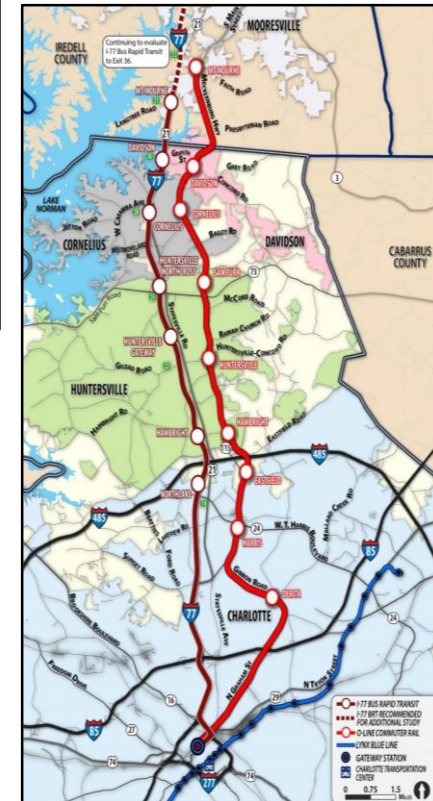
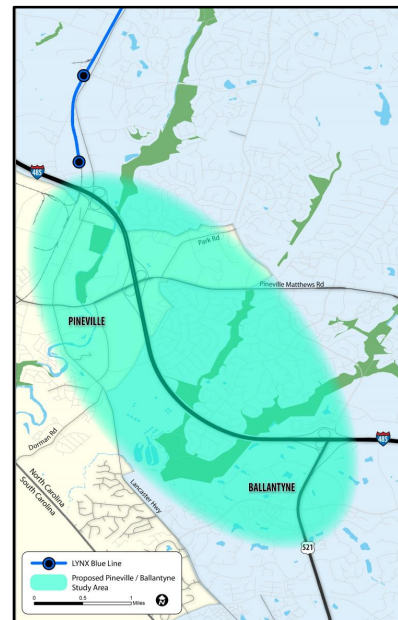
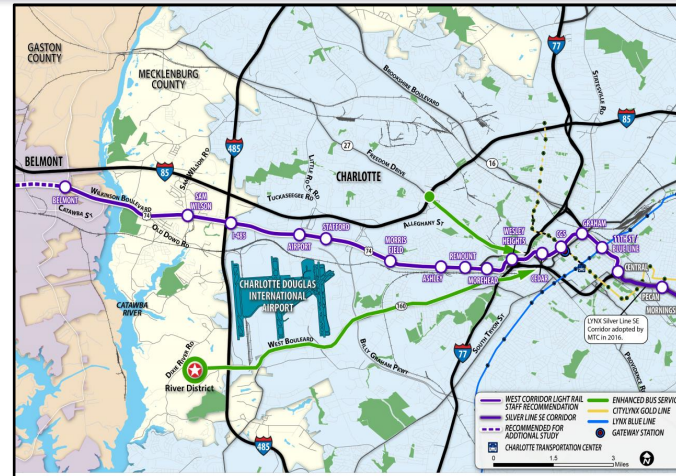
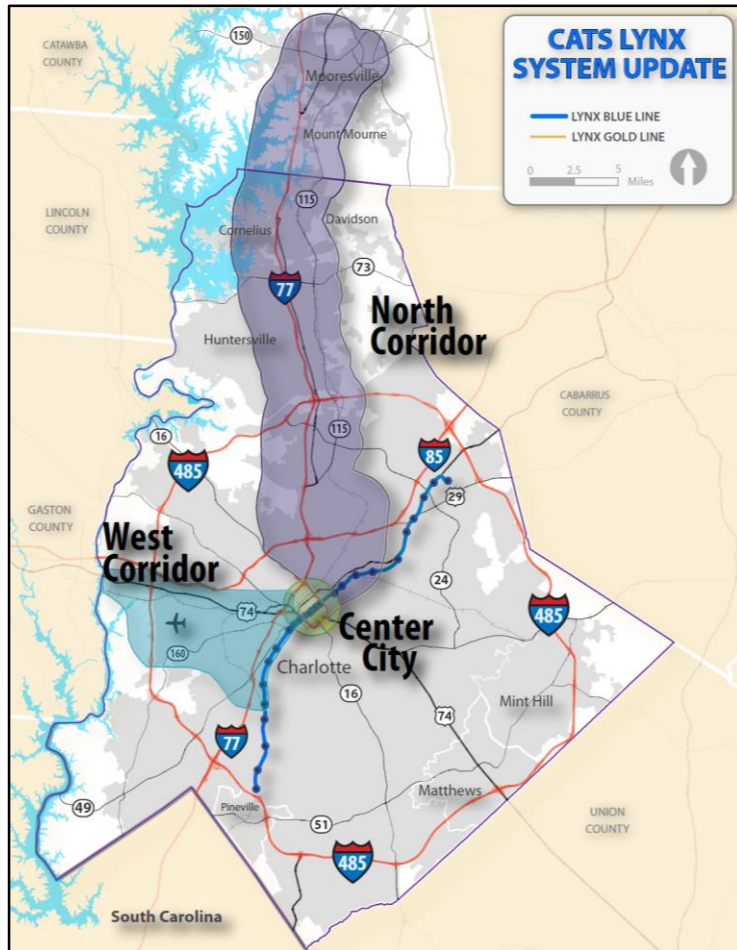
Staff Recommendations

Metropolitan Transit Commission

February 27, 2019



CATS Presented the LYNX System Update Staff Recommendations as an information item at the January 23, 2019 Metropolitan Transit Commission Meeting



Short Term

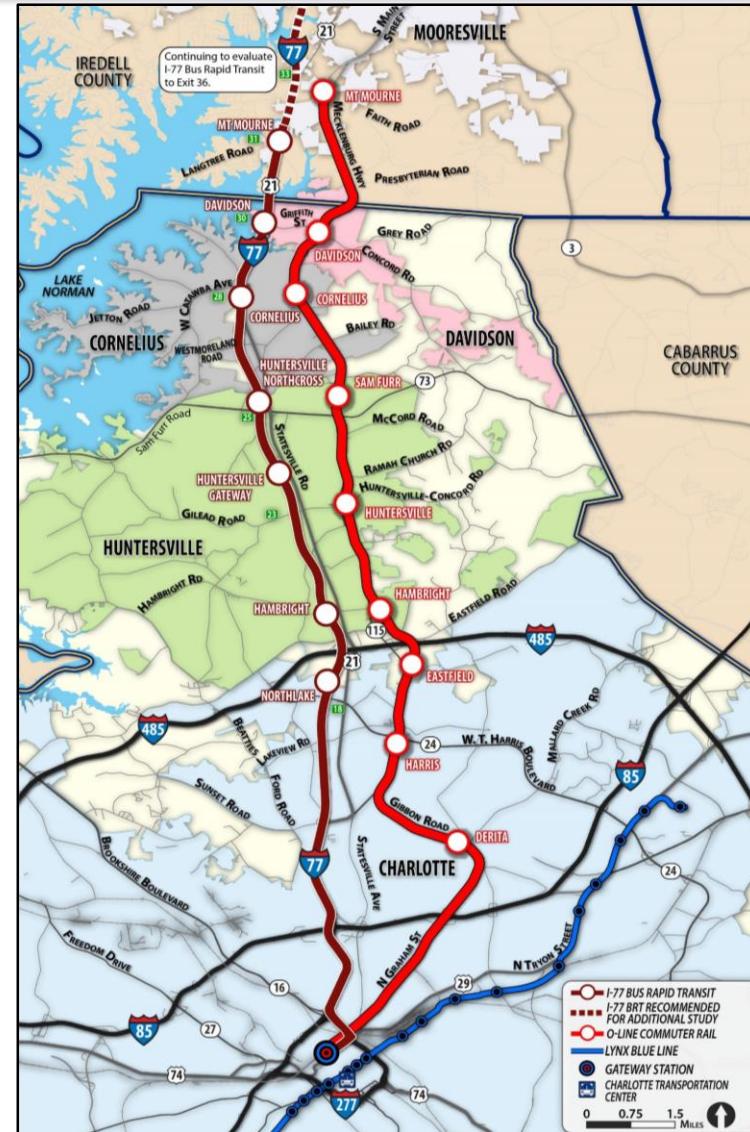
- Village Rider and Express bus stop amenity improvements
- Continued express lane bus service improvements as recommended in the North Corridor Mobility Study and Envision My Ride

Medium Term

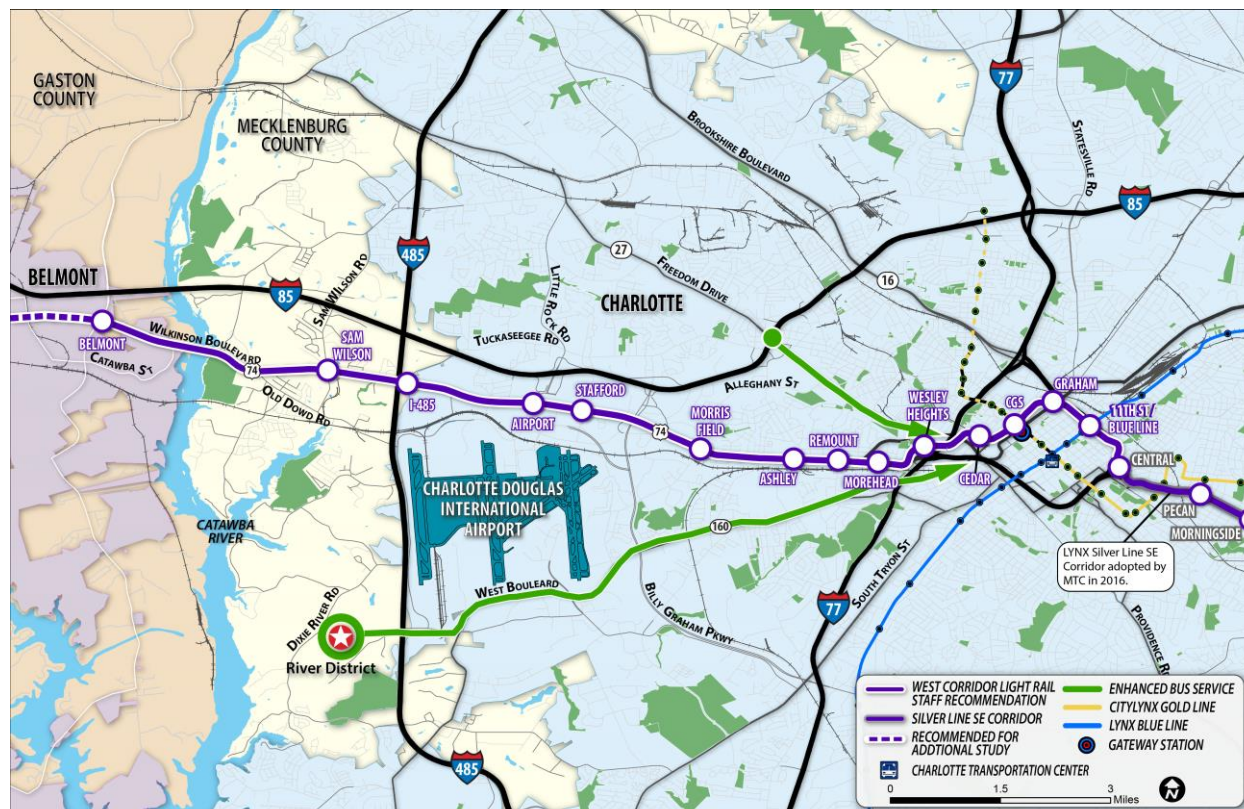
- Implementation of an I-77 Bus Rapid Transit service from Charlotte Gateway Station to Mooresville to include:
 - All day service including nights and weekends
 - Four new park and rides and two new express lane direct connects
 - Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile.

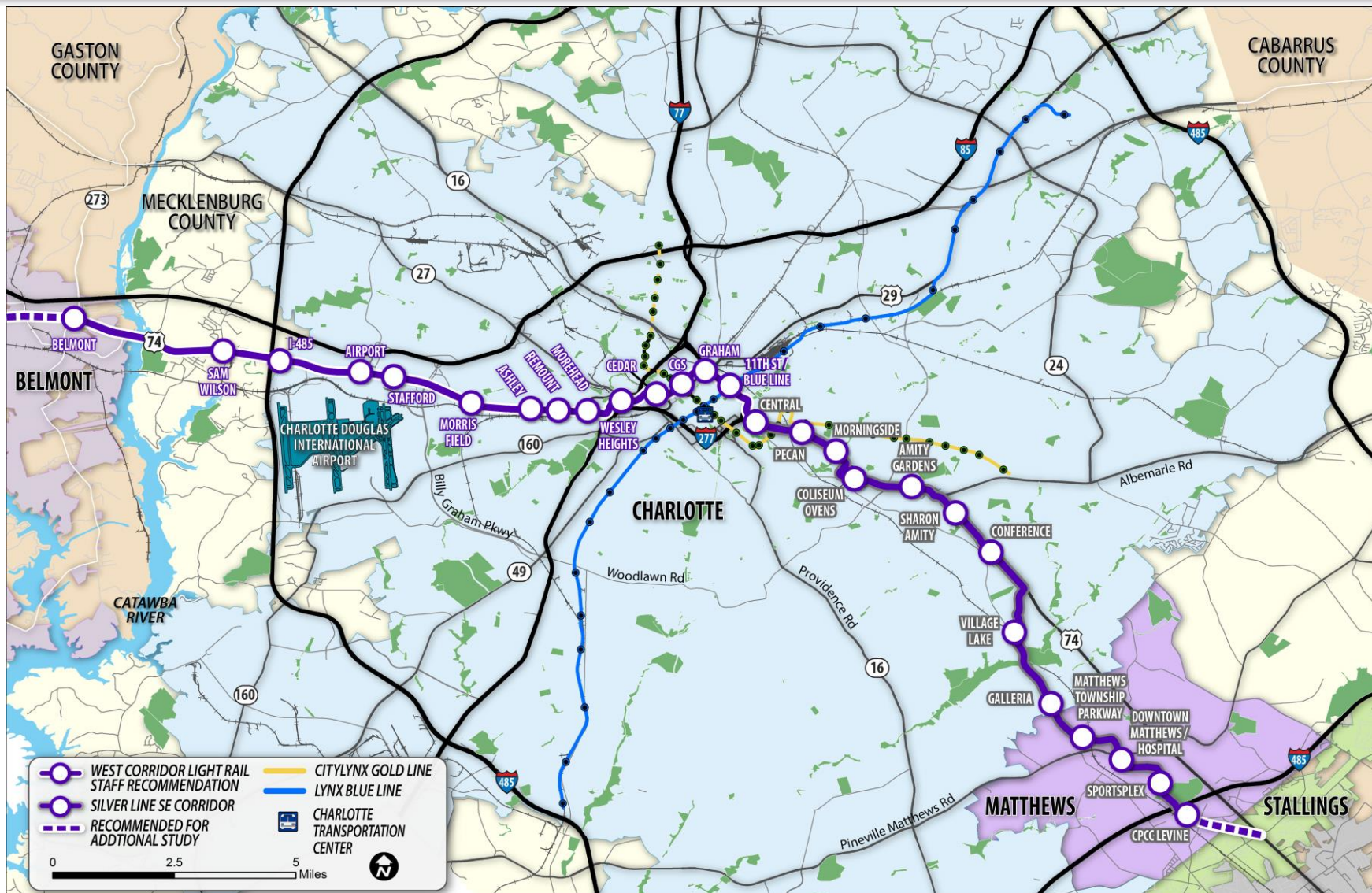
Long Term

- Continue dialogue with Norfolk Southern on use of the "O" Line corridor for a Rapid Transit project

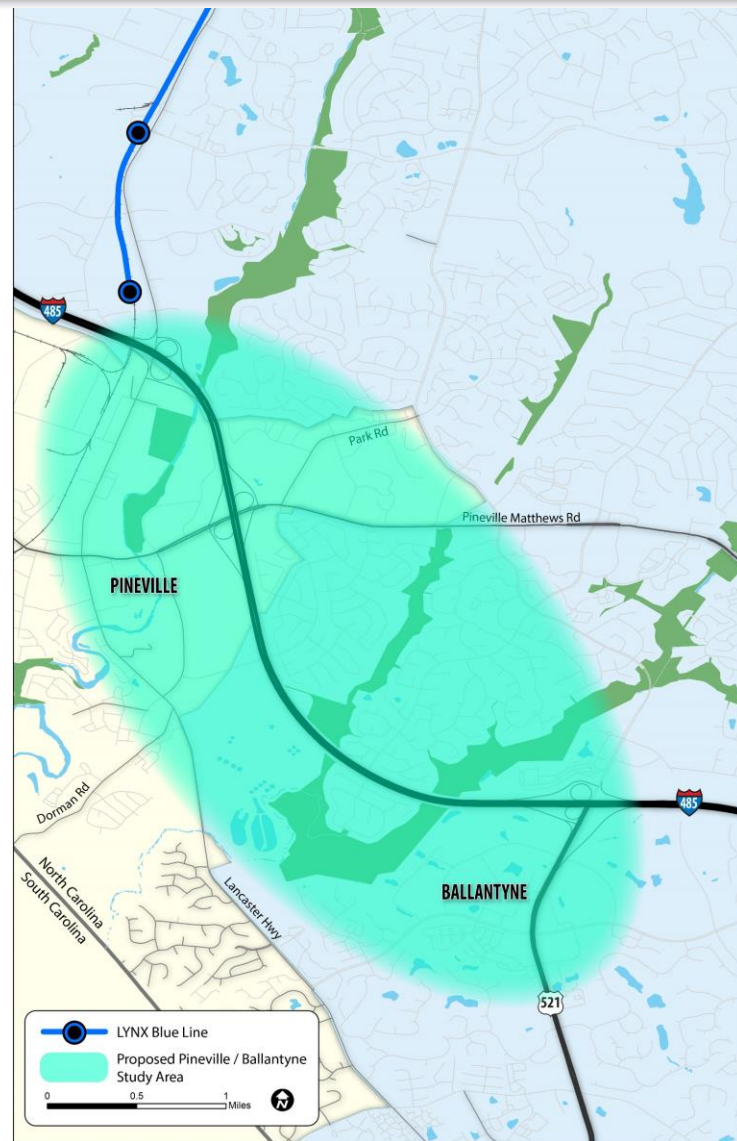


- Light rail replace streetcar as the West Corridor Transit Mode.
- Wilkinson Blvd as the light rail alignment including planning for rail trail
- West Corridor be included in the LYNX Silver Line project
- Extend light rail across the Catawba River to the City of Belmont
- As part of the Regional Transit Study, evaluate light rail to downtown Gastonia
- Implement enhanced bus services and bus stop capital improvements along West Blvd and Freedom Drive





- During the LYNX System Update and the Regional Transit Engagement Series there was significant interest in rapid transit to Pineville and Ballantyne
- CATS recommends continuing the LYNX System Update study to evaluate rapid transit options including a light rail extension to the Town of Pineville and the community of Ballantyne



Stakeholder Engagement since January 23, 2019 MTC Meeting

- Charlotte Housing Authority—January 29
- Charlotte Mecklenburg Schools —January 30
- Charlotte Mecklenburg Housing Partnership —January 31
- Turnpike Authority, I-77 Mobility Partners, and NCDOT—February 1
- Cornelius Town Board—February 4
- Charlotte Douglass International Airport—February 6 & 18
- Charlotte Regional Transportation Planning Organization Technical Coordinating Committee—February 7
- West Boulevard Corridor Vision Study—February 7
- Davidson Town Board—February 12
- Lake Norman Transportation Commission—February 12
- Sustain Charlotte Transportation Choices Alliance—February 13
- CRTPO Board Meeting—February 13
- Transit Services Advisory Committee—February 14
- Huntersville Town Board—February 18
- ENLACE-Latin American Council of Charlotte—February 20

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

1. CATS establish a North Corridor public transportation strategy that includes near-term and medium-term Bus Rapid Transit improvements in the I-77 corridor while continuing a long term vision confirming the Norfolk Southern O-Line as an important regional transportation corridor for future regional rapid transit/local mobility options as identified in Attachment A and that hereto are hereby adopted for use in all necessary planning, site design, engineering, and environmental studies to advance the project.
2. The West Corridor light rail alignment and station locations recommendations contained in Attachment B replace the existing West Corridor streetcar alignment and hereto are hereby adopted as the updated West Corridor Locally Preferred Alternative to be used in all necessary planning, site design, engineering, and environmental studies to advance the project.
3. The LYNX Silver Line Locally Preferred Alternative as adopted by the MTC in 2016 is hereby amended to include the West Corridor Locally Preferred Alternative resulting in the LYNX Silver Line now defined as one continuous light rail corridor from the Town of Matthews to Center City Charlotte and continuing west to the Charlotte Douglas International Airport and beyond to a western terminus in the City of Belmont in Gaston County as identified in Attachment C. Additionally, during LYNX Silver Line Preliminary Engineering, investigate the feasibility of extending the Silver Line LPA eastward to a potential terminus in the Town of Stallings in Union County.
4. As part of an upcoming Regional Transit Study, evaluate rapid transit corridors including light rail extensions into adjacent counties and to the City of Gastonia's downtown.
5. CATS continue the LYNX System Update study to evaluate rapid transit options including a light rail extension to the Town of Pineville and the community of Ballantyne as identified in Attachment D.



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Staff Recommendations

Questions?

